

NEW SHIPPING BILL NOW UP TO CONGRESS

Chairman Alexander Introduces Measure for Merchant Marine Controlled by U. S.

OPERATION IDEA REMOVED

Fund of \$50,000,000 Asked to Provide Ships to Be Leased for Private Operation.

The new shipping bill, an Administration measure approved by the President, Secretary McAdoo, and Secretary Redfield, was introduced in the House today by Chairman Alexander, of the committee on Merchant Marine and Fisheries.

In the new bill there still is provision for the Government operation of steamship lines, but such operation is to come after efforts to lease Government vessels acquired under the law have failed. It is provided primarily that the United States shall construct or purchase vessels, suitable for use as naval auxiliaries, which may in time of peace be leased, chartered or sold to individuals, firms or corporations engaging in the commerce of the United States.

If it is impossible to lease the vessels to private operators, then section eight of the new law gives the Government power to operate a steamship line. The concession that Government operation shall be of secondary consideration is expected by the Administration to line up the forces that defeated the last bill.

Panama Bond Sale.
A sale of Panama canal bonds to the amount of \$50,000,000 is authorized for the purchase or construction of ships. All ships acquired are to be suitable for naval uses and the merchant marine fleet also will be a naval reserve fleet in event of war.

Widest powers over the regulation of mail and water rates are given the new shipping board.

The proposed United States shipping board not only may regulate the rates of vessels engaged in interstate and foreign commerce, but it shall license all such vessels. Powers now vested in the Interstate Commerce Commission over the rates charged water-borne freight and passengers are transferred to the new board, which will be a powerful body. The board will have jurisdiction over the American registry of vessels.

The shipping board will comprise three commissioners named by the President, and they will get \$10,000 per year, with the Secretary of the Navy and the Secretary of Commerce as members ex-officio.

The board is to cause the construction of vessels at American navy or shipyard. Vessels now belonging to the naval establishment of the United States, and which are not now needed, may be turned over by the President to the shipping board for commercial use. This provision includes vessels of the Panama Railroad Company, now leased by the Government to private operators, which may be released without the express approval of the board.

Leases, charter or sale of the Government constructed vessels may be made for the coastwise as well as the foreign trade.

Whenever the United States may require the vessels it has leased, sold or chartered, it may reclaim them immediately for emergency use. For the purposes of war, the Government reserves the right to reclaim the vessels.

If the Government vessels cannot be leased, section 8 provides:

"That the board hereby created, if in its judgment such action is necessary to carry out the purposes of this act, may turn over to the laws of the United States or of the District of Columbia a corporation or corporations, with capital stock in such amount as the board may prescribe within the limit of appropriation for this act, whose object shall be the construction, operation, equipment, maintenance, and operation of vessels in the commerce of the United States and foreign countries, and the chartering or leasing of vessels for such purposes."

U. S. To Hold Control.

It is provided that the United States shall own a majority of the capital stock and the shipping board, with the approval of the President, may at any time sell the stock of such corporation or corporations owned by the United States.

Mr. Alexander says the provisions of section 8 are designed to meet a possible situation wherein there should be no response to the offer of the United States to charter and lease its vessels and Government operation might become necessary in the interest of the national commerce.

Another important section of the bill is that providing that all vessels purchased or leased from the board shall be registered under the laws of the United States and that hereafter "no vessel registered under the laws of the United States shall be chartered to any person, firm or corporation other than a citizen of the United States or transferred to any foreign registry, without the approval and consent of the shipping board."

Sweeping Powers Conferred.
Sweeping powers over steamship companies, similar to those exercised by the Interstate Commerce Commission over railroads, are given the proposed shipping board. The bill stipulates that the board shall have power to regulate the operation of common carriers in the transportation of passengers and property between the interstate ports of the United States and foreign countries, and to determine and prescribe just and reasonable rates or charges to be charged for the transportation of passengers or property in such trade and fair, just, and reasonable classification, regulations, or practices to be followed with regard thereto. It is permitted that the board may allow "preferential rates" if such rates are necessary to carry out effectively the provisions of the proposed law.

Similar jurisdiction is given the shipping board over combination rail and water rates on shipments destined from the interior of this country for shipment to foreign countries by vessel under American registry and enrollment. The effect of these provisions is to transfer to the new board powers now exercised by the Interstate Commerce Commission, under the law of February 4, 1887, and amendments thereto, over waterborne interstate and foreign commerce.

The board is given exclusive authority on and after January 1, 1917, to license all vessels engaged in interstate and foreign commerce, and to regulate and control any person or corporation engaged in such license.



Uncle Harry Tells About The Campaign Toward Egypt

WELL, boys, what shall we talk about this evening?" said Uncle Harry.

He knew well enough what the subject was to be, because he had mentioned it last Thursday, and had promised Jimmy and Joe that this evening he would tell them about the much-talked-of campaign of the Turks and Germans toward Egypt and the Suez canal.

"You said you'd tell us about the war reaching toward Egypt," said Joe. "So I did, and I'm glad to see that you remember," said Uncle Harry, smiling. "I've been doing a little special reading of newspapers, magazines and books, and I have also been looking at



some maps, boys, and what do you suppose I was thinking, as I walked over here to your house this evening?"

Uncle Harry waited a few moments before speaking; then he said: "You'd never guess, because it has nothing at all to do with this war."

"Why, we thought you were going to tell us about Egypt," said Jimmy. "So I am, and that's exactly what it was that gave me the strange thought I had a little while ago. I wonder if either of you ever saw two boys having an argument that lasted so long that the boys forgot what they started to argue about and were just mad at one another, maybe they even got to fighting?"

"Two of the fellows in our school had an argument just like that last Friday, and the janitor separated them and sent them to the principal," said Jimmy.

"But what's all this got to do with the war?" asked Joe. "Well, you remember, the war started between Serbia and Austria over the assassination of an Austrian archduke, and later Great Britain entered the war, because she said Germany invaded neutral Belgium."

"Yes," said Jimmy and Joe. "That's right," said Uncle Harry. "Most of the fighting is occurring hundreds of miles away from Belgium, France and the way wars go sometimes, but this war seems to be spreading farther than any war."

"Just now, neither side seems to be able to gain headway in France, winter weather seems to have stopped most of the fighting in Russia, and the British, being unable to reach Constantinople, built the Gallipoli peninsula. But Germany and Bulgaria, on the other hand, having decided to go through Serbia, are cooperating with the Turks, and the latter have started toward the Suez canal and Egypt. If you will get the geography, Jimmy, you'll see just how the war is traveling."

"That's it, now turn to the map of Asia—that's right. Now then, see how the Turkish empire extends nearly the end of the Mediterranean sea, runs alongside the Suez canal and down alongside the Red sea?"

"Is that the same Red sea that the Bible speaks of?" asked Joe. "The one that the children of Israel crossed?"

"Same old Red sea," said Uncle Harry.

"But isn't that desert country down there around Turkey and Arabia, and wouldn't the soldiers here to use camels instead of horses?" asked Jimmy.

"Yes, a great deal of the country is desert land, where camels are used instead of horses," said Uncle Harry. "And to make travel even more difficult there is only a single track railway running through Turkey and Syria. Then, too, the water supply in that part of the world is never any too good or too plentiful at the best. In fact, it is just these conditions that lead many people to believe that Turkey can not send a big enough army and big enough supplies to capture the Canal and Egypt."

Furthermore, the Canal is fortified with many big guns and guarded by many English and Egyptian soldiers. Another thing to remember is that Indian troops under English officers are fighting their way up the Tigris river, which is over there, in that part of Turkey which is called Arabia, and also, that one of the big Russian armies is coming down over

the Caucasus Mountains, and invading the northern part of Turkey."

"Why did Turkey and Germany start this new campaign?" asked Joe. "Because, if they can capture the Suez Canal they can stop trade and sea travel between the Indies and India, China and Japan, unless the ships go all the way around Cop of Good Hope away down there at the tip end of Africa or make the long journey across the Atlantic ocean, through the Panama Canal and across the Pacific. Another thing, England has rich possessions in Egypt and northern Africa, and Germany and Turkey would consider it a big victory if they could capture Egypt, particularly Turkey, because Turkey feels that much of her former power in Egypt has been taken away by England. The Turkish and German soldiers may never get to Egypt, but it will pay to watch the newspapers and see what happens in this new campaign toward the Suez Canal."

"I see," said Uncle Harry. "Copyright, 1916, by The M-C Syndicate."

BEST LIVER AND BOWEL LAXATIVE FOR FAMILY USE

"Cascarets" regulate women, men and children without injury.

Take when bilious, headachy, for colds, bad breath, sour stomach.

Instead of nasty, harsh pills, salts, castor oil or dangerous colic, why don't you keep Cascarets handy in your home. Cascarets act on the liver and thirty feet of bowels so gently you don't realize you have taken a cathartic, but they act thoroughly and can be depended upon when a good liver and bowel cleansing is necessary—they move the bile and poison from the bowels without griping and sweeten the stomach. You eat one or two at night like candy and you wake up feeling fine, the headache, biliousness, bad breath, coated tongue, sour stomach, constipation, or bad cold disappear. Mothers should give Cascarets to their children. Children a whole Cascarets any time—they are harmless and safe for the little folks.—ADVL

The Washington Loan and Trust Company

Corner 9th and F Streets N. W.

INSURANCE COMPANY HOLDS BIG BALANCE

Mutual Life Claims to Be Oldest Organization of Its Sort in America.

The Mutual Insurance Company of New York issued its first policies on the first day of February, 1843. The Mutual Life, therefore, claims to be the oldest life insurance company in America. From the beginning it has been a purely mutual legal reserve company, writing only standard business on satisfactory medical examination.

In 1915 it paid policyholders a total of \$67,978,329.32. It is noteworthy that this great sum exceeded the amount received directly from policyholders in the way of premiums by \$7,233,036.35. The balance sheet for 1915 shows a contingency reserve on the 31st of December of \$14,625,579.16. This was an increase over the previous year of \$1,977,963.97, while in 1914 the reserve was \$12,647,615.19. Policies already in force were increased during the year to the amount of \$7,389,490. In addition to this, policies previously terminated were worth the amount of \$4,715,864. This makes the total of new insurance placed upon the books during the year \$10,105,354.15. It will be noted in the balance sheet that the cash on hand at the close of the year was \$11,977,153.76. The increase is due to the fact that just at the close of the year a mortgage of \$7,000,000 was paid off in cash.

The real estate holdings of the company at the close of 1915 amounted to \$21,572,165, which was only 34 per cent of the company's net assets.

WAR RELIEF FUNDS TO REACH HEBREWS

Committee Assured Sums Contributed Will Get to Sufferers for Whom Intended.

Doubts as to whether money contributed for the relief of Hebrews in Palestine, Russia, and Austria would reach the sufferers for whom it was contributed, have been dispelled by a statement from the provisional executive committee for central Zionist affairs, of which Louis D. Brandeis, nominee for the Supreme Court of the United States, is chairman.

The committee, whose headquarters is at 41 East Twenty-third street, New York city, announces that it has arranged a safe and expeditious plan for the free transfer of the money from the donors to the war sufferers. Under this plan if the money cannot be delivered to those for whom it is intended, it will be returned to the executive committee.

Julius J. Peyer, whose office is in the Southern Building, is the chairman of a representative of the Zionist committee.

Musurgia Quartet Will Give Concert

A concert under the auspices of the Inasmuch Circle, Kings' Daughters, will be given by the Musurgia Quartet at Western Presbyterian Church Friday evening. Members of the quartet are Mrs. Ethel Holtzclaw Gowler, Mrs. W. T. Reed, Richard F. Baking, and Edna M. Chick. Harry Wharton Howard is director and pianist.

The association's officers are Lorin C. Nelson, of the Interstate Commerce Commission, president; John Hancock, navy paymaster, vice president; and Joseph E. Miller, of the Government Printing Office, secretary-treasurer. Their successors will be chosen at Wednesday's meeting.

Capital, \$1,000,000. Earned Surplus, \$1,100,000.

Confidence in the Bank YOU PATRONIZE

—is essential to the steady growth of your PAY-DAY account.

There is every reason why you should have confidence in this bank's ability to properly serve and protect you under all conditions. Its management has remained practically intact for over twenty-five years—its assets are large—its policy judicially liberal—its facilities equal to every requirement.

Deposits of every size are invited and INTEREST PAID ON ALL ACCOUNTS.

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The Washington Loan and Trust Company

Corner 9th and F Streets N. W.

FUNERAL TOMORROW FOR ADMIRAL BARKER

Former Commander of Atlantic Fleet—Took Part in Union Blockade of Gulf of Mexico.

Funeral services for Rear Admiral Albert Smith Barker, who died yesterday at his home, 1716 N Street northwest, will be held tomorrow at 2 o'clock, at St. John's Church. Interment will be at Arlington National Cemetery.

Born in Hanson, Mass., in 1847, Rear Admiral Barker was graduated from the United States Naval Academy in 1862, at the age of nineteen. He was assigned immediately to the Mississippi and took part in the Union blockade of the Gulf of Mexico, the bombardment and capture of Forts Jackson and St. Philip, and the Chalmette batteries, and the capture of New Orleans. He was in action in the attack on Port Hudson when the Mississippi was destroyed.

Then he joined the Monongahela, and from 1883 to 1896, on the Enterprise, he ran a line of deep sea soundings around the world.

At the outbreak of the Spanish war he was a member of the naval board of strategy. In 1899, he relieved Admiral Sampson as commander of the Atlantic fleet, which post he held from 1903 to 1905, when he retired March 31, 1905. The only immediate surviving relative is his widow.

Funerals

Edna M. Chick.
Funeral services for Miss Edna M. Chick, who died yesterday at her residence, 1025 Twenty-sixth street northwest, will be held at St. Paul's Episcopal Church Wednesday afternoon. Interment at Rock Creek.

Mrs. Mary Diggins.
Funeral services for Mrs. Mary Diggins, who died yesterday at the residence of her late husband, 316 Seventh street northwest, Wednesday at 9 o'clock, followed by requiem mass at the Shrine of the Sacred Heart.

James Guild.
Funeral services for James Guild, who died Saturday at the residence of his son, 111 Pennsylvania avenue northwest, in his ninety-sixth year, will be held tomorrow at 2 o'clock. Interment at Arlington.

Mrs. Mary L. Kuhlmann.
Funeral services for Mrs. Mary L. Kuhlmann, who died yesterday at St. Luke's Hospital, will be held from the residence of B. E. Wilson, 197 Riggs place northwest, tomorrow at 11 o'clock. Interment at Leaburg.

Revival Services in Georgetown This Week

The revival services inaugurated at the Dumbarton M. E. Church, Georgetown, yesterday are to be continued throughout the week by the pastor, the Rev. D. H. Martin, assisted by Evangelist A. H. Martin. Services will be held every afternoon.

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ANURIC! The Newest Discovery in Chemistry.

This is a recent discovery of Doctor Pierce, who is head of the Invalids' Hotel and Surgical Institute at Buffalo, N. Y. Experiments at Dr. Pierce's Hospital for several years proved that there is no other eliminator of uric acid that can be compared to it. For those easily recognized symptoms of inflammation—as backache, scalding urine and frequent urination, as well as sediment in the urine, or if uric acid in the blood has caused rheumatism, it is simply wonderful how results are always obtained in cases of acute rheumatism in the joints, in gravel and gout, and invariably the pains and stiffness which so frequently and persistently accompany the disease rapidly disappear.

Go to your nearest drug store and simply ask for a 50-cent package of "Anuric" manufactured by Dr. Pierce, or even write Dr. Pierce for a large trial package (10 cents). If you suspect kidney or bladder trouble, send him a sample of your water and describe symptoms. Dr. Pierce's chemist will examine it, then Dr. Pierce will report to you without fee or charge.

Note:—"Anuric" is thirty-seven times more active than lithia in eliminating uric acid, and is a harmless but reliable chemical compound that may be safely given to children, but should be used only by grown-ups who actually wish to restore their kidneys to perfect health, by conscientiously using one box—or more in extreme cases—as "Anuric" (thanks to Doctor Pierce's achievement) is by far the most perfect kidney and bladder corrector. Dr. Pierce's reputation is back of this medicine.—ADVL

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Materials—Broadcloths, Poplins, Gabardines, Serges.

Colors—Blue, Black, Green, Brown, Mixtures and Coverts.

Many of these Suits are medium weights and can be worn throughout the Spring.

Choice of 250 COATS \$5

Formerly Sold as High as \$20

Materials—Broadcloths, Cheviots, Whipcords, and Corduroys.

Colors—Blacks, Blues, and Mixtures.

The Mutual Life Insurance Company of New York

34 Nassau Street, New York, N. Y.

In the year ending December 31, 1915, the "Oldest Company in America"

Paid Policyholders a total of \$67,978,329.32

This sum exceeded the total amount received directly from policyholders by \$8,723,036.35. During the year there was an increase in the amount of new insurance paid for, in total insurance in force, in assets, in reserves, in total income, an increase of over One Million and a Half in total interest and rents, and an increase of nearly Two Million Dollars in the Company's contingency reserve, or free surplus.

On the other hand, notwithstanding a full year of war, there was a material decrease in the mortality ratio (actual to expected) as compared with that of 1914.

Insurance in Force, \$1,636,538,117.00

Admitted Assets, 616,528,254.00

Net Policy Reserves, 503,227,820.00

Total Income, 88,251,707.66

Total Disbursements, 81,375,494.91

The amount of new insurance paid for during the year, including dividend additions, was \$148,176,714. If we include revivals and increase of policies in force, the total insurance paid for was \$160,882,145.

Balance Sheet, December 31st, 1915

ASSETS

Real Estate.....\$21,579,165.32

Mortgage Loans.....110,940,930.90

Loans on Policies.....91,948,198.57

Bonds and Stocks.....367,445,360.74

Interest and Rents due and accrued.....8,168,051.23

Premiums in course of collection.....4,527,957.86

Cash (\$11,148,143.36 at interest).....11,507,163.76

Deposited to pay claims.....411,425.62

Total Admitted Assets.....\$616,528,254.00

LIABILITIES

Policy Reserves.....\$503,227,820.00

Supplementary Contract Reserve.....4,000,441.00

Other Policy Liabilities.....7,600,289.45

Premiums, Interest and Rents paid in advance.....1,290,765.93

Miscellaneous Liabilities.....579,037.88

Taxes, License Fees, etc., payable in 1916.....690,609.17

Dividends payable in 1916.....17,839,992.58

Reserve for future Deferred Dividends.....66,673,718.83

Contingency Reserve.....14,625,579.16

Total Liabilities.....\$616,528,254.00

Washington, D. C., Branch Office,

Thomas P. Morgan, Manager,

Southern Building.